AS WELL AS GOAL KICKER. Deferee—As to the Shifting of Officlais-Harvard-Yale Watching Ticket

Speculation Practice of the Teams. report of the Carlisle team says that everal of the best players are crippled on a eve of the Harvard game, while another ye the Indians confidently expect to win. e reports appear on the same day, so iskins evidently expect to win even there are cripples, or else the cripples is expected to be able to hobble on to the next Saturday and go through the Balenti, the newly discovered kjeker, has had a swollen too on, according to report. feat would aven a swollen toe. feat would even affect some players or up and give them a swollen head. nti is mentioned by some experts who must be considered for All a quarterback this season. He is rai, they say, and has more qualifitions for the position than being able kick goals. Much depends on a player's in his most important games in has shown the right stuff in two of ig games, and if he does well against soig games, and if he does well against sevard will have still another claim to maderation. (apt. Dillon of Princeton the natural quali cations, and though has been out of the game a good deal is year his work against Dartmouth of Yele may bring him into the running, clasth of Pennsylvania and Lange of the says are two more quarters who are promined by their ability and stand out above

g their ability and stand out above useral run of quarters this season. rong point about Lange is that the the game the better he rises to the n, a big thing in a man s lavor. the Dartmouth quarterback, is ilianova coach, says it is an impressive

At Carlisle just before a game to see

the full teams rim out on the field.

could trooping out in relays, the first
first and so on down the line. "And
question which opponents ask them
when they see the array," says
us, 'is: Gee, I wender which one of

thans we are soing to play!" ams we are going to play!

is, 'is: Gee, I wender which one of teams we are going to play! 'a may Therpe, the old Columbia tackle, ost in himself as a referee. Even Mike nean hasn't anything on him for following the all through the's and this. It is a mit in play at the to see that it is put in play at the place the next time, and in the Ford-Georgetown game he worked as hard yof the players. Without getting in ay, he dove into the warmest scrimstocate the ball the moment it came stop. He was right 'next' when one plays provided for by a new rule this a came hip. Georgetown made a forpass which was fouched and fumbled Georgetown player and recovered by a Fordham player. Being ily touched by the second Georgetown—who had no right to touch until touched a Fordham player—the ball section Fordham on the spot where the torching took place. Thorpe so and instantly. Class and others interested in football sking themselves whether it is a wise on the part of the central board to men referee in some games, umpire were and be field judge in still others. It is argued that it be better to have men stick to one on, set all the experience possible and no tendency to get their duties conjusted to the part of the central board to men referee in some games, umpire were and be field judge in still others. It is argued that it be better to have men stick to one on, set all the experience possible and no tendency to get their duties conjusted to the part of the set of the part of the part of the games. The part of the part of the part of the part of the games of the year was assigned to to as field judge. He is an experience, but probably would have appreciative of opportunities to get a did judge in the part of th

the Harvard football management will its detective force at the disposal of the management this season to help in the pression of speculators before the vard lale game. The rules at Harvard tale regarding ticket speculating are and the student who sells his ticket aught almost invariably. The ticket triment at lale, through the lale News, is against the lending of ticket privity, one way in which tickets get into the a of speculators. It is rumored that rail freshmen have sold their privileges apeculator and a close watch will be on the adspects when the distribution place.

Rew Haven, Nov. 4.—The Yale varsity day ipided up a big score against the commen, both by close and open playing, if the coaches feel much encouraged, he outlook for 1 ale against Brown had not en particularly bright owing to injuries some of the men, but now the coaches to the coaches the coaches to the coaches the

HANOVER, N. H., Nov. 4.—Charlie Doyle, I, was on the field to-day assisting Head such Dr. O'Conner of the Dartmouth unal, It is now pretty certain that Tobin if not be able to play against Princeton. I the first half of the Holy Cross game he are the muscles in his side and has not been the scrimmage since. The scrimmage day was between the first and third ans. The varsity scored once. Cotell Pollard and Smith were the backs of the third-team and proved a speedy set. Jan and Ingersoil are fighting it out for that. Hyan made good this afternow whose he had a chance and would not use it great surprise if he replaced Inger-lik, as he is a great football player. Rich at tackle to stay, as the coaches think is more valuable there than at guard, is Kengady, got into the scrimmage toy after a layoff for ten days. He will be right for Saturday and will start the ingeton game.

The New York University Wesleyan footall game on election day brought out some
theresting facts with respect to the
selopment of the local eleven. Hermann
Olcott, the New York coach, has had to
man eleven out of green material. Yale
those and Yale doaching have had
tesired effect. In the second half of
Trinity game of two weeks ago the demate work of the line showed up for the
attime during the season. Lack of weight,
gressiveness and speed seemed to demate the early efforts of the men. In
appraise the early efforts of the men. In
appraise the early efforts of the men. In
appraise the early efforts of the men. In
the result has been a complete
prise and success. The greatest surtise came when the three desperate atmpts by the New England back field
died to advance the ball a single foot
such the New York stone wall for a
addown. Farther response came from
allensive local back field when Nevins
tend of kicking drove his backs through
stranger Folytechnic Institute will be
at Troy on Saturday. Consequently
and Cloott gave the men little rest vescan complete third. Allaire expected to
uniform to-day. in the third. Allaire expected to

organization N. J. Nov. 4. Over 1,000 organization and townsfolk sat shiver-in the cold at University Field this moon waiting for the famous '99 chamble team to play the Tigers, but the cold was doomed to disappoint-because the game as announced by coches did not materialize as only a

few ninety-niners put in an appearance. Altogether the work this afternoon was the longest, fastest and snappiest of the year. Edde Hariau, Jim McCormick and Bill Eheffield, '02, constituted the backfield trio for the second team that lined up against the regulars in a, thirty minute scrimmage. Perhaps this accounts for the fact that the warsity could not score. McCormick did some sensational line plunging, but Coxe and McCrohan were pretty sturdy on the secondary defence and stopped any big advances.

and McCrohan were pretty sturdy on the secondary defence and stopped any big advances.

With the scrubs as opponents the varsity attempted considerable line play. For fifteen minutes the two elevens struggled back and forth until finally the second string gave way to Coxe, who hammered the center for a touchdown.

Capt. Eddie Dillon was out and about this afternoon in his football togs. He will be back in the game before very long. The coaches were Dudley Riggs, '98, and Pete Tooker, '08. The last scrimmage before the Dartmouth game will probably be held to-morrow.

The Fordham squad had no practice yesterday, Coach. Howard Uargan allowing them a day of rest to recover from the Georgetown tussle. The men, however, were in good condition for the most part. Riley is suffering from a boilty growth on the arm, but he will be in shape within a few days. He had the arm lanced a few minutes before the game, and throughout the contest he suffered severe pain, but his grit kept him on the field till Fordham's victory was assured. Capt. Fitzpatrick limps a bit from a muscle bruise in the thigh, but he could go into a hard game today if necessary. McCaffrey's shoulder is more seriously injured than was at first supposed, and it is doubtful if he will play helore the Villanova game on Thanksgiving Day. The Villanova coach, [Fred Crolins, and his captain, Joe Walsh, had a good chance to size up Fordham's play on Tuesday, for the former acted as head lineaman and the latter was with the substitutes. However, Coach Gargan by no means uncovered all his trick plays, and he hopes to surprise Villanova with some new ones.

ANNAPOLIS, Md., Nov. 4.—Secret practice continued at the Naval Academy this afternoon, and there was a strenuous lineup against the scrubs under conditions of a against the scribs under conditions of a regular game. As several positions are open the work of the candidates for these places is particularly strenuous. Since Robertson has been out of left end on account of his split collarbone, Cobb. Bischoff and King are having a keen contest for the place. Although Dalton seems to have the call over Daly at right halfback on account of his punting the latter is making him work hard to keep the place. Dalton is being coached by Howard and Douglas in placing his kicks, as his kicking outside detracted from the value of his long punts in both the Harvard and Indian games. Robertson and Neison will be in shape to return to the game in a few days. The former had practically won the place at left end when he got his injuries. Nelson is a high class substitute to Lang at quarterback, but he has been suffering with a badly sprained ankle.

HANOVER, N. H.. Nov. 4.—Dartmouth's work to-day was very ragged. It was the last at home before the Princeton game. Marks fumbled a whole lot throughout the practice. The squad will leave Hanover to-morrow morning by special chair ear at 5:25 for New York, sarriving at its destination at about 3 P. M. Thirty-one players will be taken. The squad will go to Bronxville, about fifteen miles outside of the city, where it will stay until Saturday.

where it will stay until Saturday.

ITHACA, N. Y., Nov. 4.—The Cornell football team practised this afternoon in the midst of a series of snowstorms that make the coldest weather of the year. The wind hlew across the field into the faces of the players and occasionally flurries of snow blinded the team as they struggled in a scrimmage. Men who have followed Cornell football for years said it was the worst November weather the team has ever experienced. The varsity scored twice on the freshmen after a hard struggle. Both teams were on their mettle and fought it out on every play. A series of plunges forced the first year men back on every play until finally Hutchinson, who was playing right halfback on the varsity took the ball over. After the teams lined up again the varsity went back to the same tactics and again put the ball across the line after ten minutes. Shortly before the half ended Cullen picked up a fumble and sprinted across the line, scoring for the freshmen.

PRILADELPHIA. Nov. 4.—Pennsylvania's

across the line, scoring for the freshmen.

PHILADELPHIA. Nov. 4.—Pennsylvania's varsity football team lined up against the Villanova eleven to-day on Franklin Field in a fast and snappy practice game behind closed gates. No spectators were allowed on the field, and the remaining practices this week will be entirely secret in order that the coaches may have some new plays for Lafayette on Saturday. The game with Villanova was started at 4 o clock and lasted about forty minutes. Pennsylvania's team seemed to be away off color and allowed the main line boys to carry the ball across their goal line for two touchdowns. Villanova played good football throughout, charging Tennsylvania's line for iarge gains, while the backs made several beautiful forward passes. Reagan was sent in at quarter for Pennsylvania. but was soon taken out and Miller put in his place. Reagan lacked the dash, and fire of Keinath and fumbled frequently. Miller finally succeeding him. Scarlett was back in the game at fumbled frequently. Miller finally succeeding him. Scarlett was back in the game at his usual place, but Manier was not put into the scrimmage, as his feet is still in bad shape. Capt. Hollenback seemed to be in very bad shape as the result of so many hard games and the coaches soon took him out of the game, Favorite taking his place at fullback.

The weights of the Dartmouth players show a line in which the avoirdupois is pretty evenly distributed. Brusse, the centre, and Tobin and Bankart, the regular guards, all weigh within eight pounds of one another. From tackle to tackle the heaviest man is 200 pounds and the lightest 185. The lightest man on the team is unusually light and a mere wisp of a lad as compared to the average football player. Pishon is 5 feet 3 inches and weights 126 pounds. A man as light as that in football must have unusual speed to make up for it. The Dartmouth statistics are as follows:

Name and position.
Capt. Kennedy, left epd...
Daly, left end...
Sherwin, left tackle...
Thompson, left tackle...
Tobin, left guard...
Bobbins, left guard... hildmiller, right end. Bankart, right end.

COLUMBIA SENIORS WIN, They Defeat Sophomores at Football by 14 to 2.

In one of the fastest and best played games of the interclass series the Columbia seniors defeated the sophomores at football on South Field yesterday afternoon by the score of 14 to 2. The game was hotly contested and Anthony Zink, the seniors' left halfback, had to be carried off the field after a lively scrimmage, in which he received a blew on the head. He was removed to 6. Luke's Hospital, where the doctors and Atwood played a fine offensive integral and Action of the brain, but that he was in no danger. There were a few other minor injuries, but they were not serious and the game went on.

Although the sophomores were considerably lighter than the seniors, they relied on straight football, but were unable to ball on South Field yesterday afternoon by the score of 14 to 2. The game was hotly contested and Anthony Zink, the seniors' left halfback, had to be carried off the field

on straight lootoall, but were unable to advance the ball. The seniors played an open game and Melitzer, the seniors quarterback, ripped off a long forward pass that netted thirty yards. The seniors made long gains through the under class men's line and in the second half completely outplayed them

line and in the second half completely outplayed them.

Within the first three minutes of play Hayes, playing right failback for the seniors, kicked a field soal from the 35 yard line, and shortly before the end of the half he repeated the trick. The sophomores made their only tally in the first half on Melitzer's safety after he misjudged a punt. Straight football was responsible for the seniors' touchdown in the second half. The ball was pushed down the field to the sophomores' 5 yard line and Robinson was shoved over for a touchdown. When the game ended the ball was in the possession of the seniors on the sophomores' 1 yard line.

The lineup follows:

Seniors.

Positions.

Sophomores.

Centre
Left guard
Left tackle
Left end
Ouarterback
Right halfback
Left halfback
Fullback

FOR SAVANNAH.

Wagner, Rigal, Hautvast. Buray and De Palma Leave for Scene of Thanksgiving Day Contest-Reported That Mercedes Racers Are Shipped

exodus of racing drivers toward Savannah, where the Automobile Club of America's grand prize gold cup centest will be run on Thanksgiving Day and its nternational light car race the day before has begun in earnest, five pilots starting yesterday by train, while two others sailed on Tuesday. The drivers who went yesterday were Louis Wagner and Ralph De Palma of the Fiat team, Rigal and Hautvast, the Clement-Bayard pair, and Arthur Duray, who will have charge of the Lorraine-Dietrich racer. Cagno and Piacenza, the Itala drivers, sailed on the City of Columbus of the Savannah line on Tuesday. The party of drivers who started yesterday was accompanied by E. Rand Hollander, who will return here as soon as he has installed circuit. Felice Nazzaro, the other Fiat driver, was expected to go with the others but will follow them to-day.

It was reported yesterday that Robert Fulton, who imports Mercedes cars into this country, had received word from abroad that the two Mercedes racers that giving Day would surely be sent over here to compete at Savannah and also that it was possible that a formal entry for a third before the time set for the closing of two and perhaps three Mercedes racers were now on their way to this country to compete for the big gold trophy offered by

L. H. Kittredge of Cleveland, secretary of the Association of Licensed Automobile Manufacturers and president of the Peer less Motor Car Company, has just returned from a brief trip through Europe during which he visited the principal automobile manufacturing centres. Charles Schmidt, designer of the Peerless car, is still abroad.

The Automobile Club of Philadelphia The Automobile Club of Philadelphia has sent out the following warning of speed traps to its members: "A short distance this side of Morrisville, Pa., and Trenton, N. J., observe speed law and be careful to blow your horn on all curves and at all crossings and forks. Just outside of Trenton city limits rate of one mile in seven minutes on curves and turning corners and one mile in five minutes at junction of cross roads. Between Metuchen and New Brunswick, N. J., the authorities are very strict and time cars going down hill about one mile this side of Hotel Pine on way, to Philadelphia."

Once understood, the theory and action of the acetylene lamp are very easy to remember, and any trouble with the light is in most cases simple to rectify. There is no mystery whatever about the lamp, and if fairly treated and handled carefully it will give very little trouble

The charges of reckless driving which may result in the expulsion of E. R. Thomas, who was injured in an automobile accident at Long Branch some time ago, are slated to come up at the next meeting of the trustees of the New Jersey Automobile and Motor Club. While the matter has not as yet come before the trustees of the New Jersey Automobile and Motor Club. it is known that Mr. Thomas had intended to be present to fight against being expelled from the Newark club, but was prevented from appearing by the hospital authorities. He had engaged counsel and intended to appear at the original hearing, which was postponed on account of his inability to be present.

Following the success they attained at their first contest the members of the New Haven Automobile Club are now making plans for a winter of activity. Frequent meetings and smokers will be held, and there is a possibility that a paper chase may be held as a second event between now and Thanksgiving Day if moderate weather continues. Thanksgiving Day if moderate weather continues.

The plan is to have a pilot car start from the club well laden with confetti, the occupant of the car alone to know where a supper has been arranged for that evening. This car is to take a good start and proceed to the dining place by a confusing route, the other cars to follow with the bits of confetti on the road as their only guide. The governing board announced at a recent meeting that the fundamental purposes of the club are to advance the interests of all automobilists along conservative lines and to bring about road improvement and to fight hostile legislation.

and to fight hostile legislation.

A prominent local automobilist suggests that distances on the speedometers of automobiles ahould be recorded by kilometers instead of by miles. He says:

"Miles are very confusing. A kilometer, the world over, is a kilometer, but a mile in America is 1,760 yards, while in Sweden it is 11,703 yards and in China it is 629 yards. The Bohemians go for a long mile. So do the Danes, the Hungarians, the Poles and the Swiss. If you walk three miles a day among those people you have done pretty well—you have covered about fifteen of your own miles. It would take eighteen of the shortest to equal one of the longest. The rest yary in length between these two extremes. Doesn't the world, then, need one measure, the kilo, that it may use without confusion? Consider, an automobile that travels forty miles an hour in China would only be going 2½ miles per hour in Sweden."

If the engine stops suddenly the electric circuit may be disconnected, a wire may be broken under the insulation, there may be trouble at the contact maker, the trembler on the coil may be stuck, a terminal may be loose in circuit, or it may be due to failure of the spark.

The Motor League of Rhode Island, which had its inception last spring during show time, is now thoroughly organized and has started in to do its work in the interests of motoring and motorists. It does not conflict with the Rhode Island club and some motorists are members of both organizations. George H. Huddy, Jr., is president. George C. Arnold treasurer and William W. Scott secretary. One of its first acts was to send a letter to every town clerk asking them to report what action has been or is being taken by the town councils in the matter of posting guide boards at highway copners. The league intends to see that the law relative to placing these signs is lived up to, and as there is a penalty for failure it is not likely that the town officers will refuse to act. The league also has started to collect and tabulate information irom its members, and such information as it secures will be distributed to all motorists in the State and to those from other States who desire it. The league also has arranged with the Automobile Owners' Association of Massachusetts to place the services of the latter's legal department at the disposal of any league members who may get into trouble white in the Bay State, A lapel button for members and an insigna for cars is under consideration by the khode Island league.

Frank G. P. Barnes is one of a number of New Haven automobilists who will attend the Savannah races, making the entire trip there in his Locomobile. The run is one of about 1,293 miles and includes all kinds of touring conditions. The trip will kinds of touring conditions. propably take about twelve days.

The crusade against smoking automobiles, now being so vigorously waged in various parts, is but a natural consequence of the agitation against the smoke nulsance." Automobilists as a class have al-ways had to suffer from the thoughtlessness

ways had to suffer from the thoughtlessness of the few.

"Great clouds of thick smoke issuing from the exhaust, "says a prominent member of the Automobile Club of Buffalo," indicates a needless use of cylinder lubricant. Just enough is far better than too much when it comes to oil. The modern motor has been so well designed that eccessive smoking, except perhaps in the case of breaking in a new car, is an indication of carelessness on the part of the driver, and a city street is no place to break in a new engine."

driver, and a city street is no place to break in a new engine."

Louis Hemrich and Rudolph Samet of Seattle, Wash., accompanied by their wives, recently climbed seven miles further up the slope of Mount Rainier in their 28 horse-power Franklin than had ever been attempted before. They reached an altitude of 8,000 feet and returned to Seattle again within three days.

"Several times I was so unnerved." said Mrs. Samet, "that I turned with a shudder away from the edge of the precipice and looked in the other direction. If some one should offer me 35,000 to make the trip again I would refuse. The scenery though was marvellous. Both my husband, I and Mr. and Mrs. Hemrich have travelled all over Europe and explored the Alps and the Black Forest, but we agreed that there is nothing in the old country that approaches the grandeur we viewed in the Cascades. I know positively, too, that there is no road in the Apps on which as high an ascent

complished.

Consul-General Alban G. Snyder of Suenos Ayres reports as follows concerning new ordinances covering the use of motor cars in the capital of Argentina:

These ordinances were rendered necessary by the increasing number of motor cars, both for private conveyance and public transport, which are more noticeable here than in other cities owing to the narrow streets and congested state of traffic. Experienced drivers are given a fairly free hand as to speed, but must satisfy the atthorities that they are competent by cassing a suitable examination. They are also required to carry a duplicate pass book, containing their license and blank pages on which any accident or carelessness is to be recorded by the police. Persons under eighteen years of age are only permitted to run cars up to twelve horsepower, and this only after passing a satisfactory examination.

No mention is made of this regulation GRAND PRIZE DRIVERS START

power, and this only after passing a satisfactory examination.

No mention is made of this regulation being applicable to private owners driving their own cars, it being assumed for the present that they will naturally avoid taking any risks tending to damage their own persons or property. As to the cars themselves, they must be provided with non-slipping tires. The acetylene searchlight is prohibited in the centre of the city. Efficient brakes must be used and are to be tested at regular periods, and the automatic and similar whistles are absolutely prohibited, the usual horn alone being compulsory.

The fact that the constant vibration of a car will loosen, open or shake off any-hing that is capable of being jarred out of place should not be overlooked, in fact he mischief that can be accomplished in I place should not be overlooked, in fact the mischief that can be accomplished in als way is sometimes surprising. Cocks and taps should always be carefully watched, or if they are not tight they will surely repen. The relief cocks on the cylinders ill of course give instant warning when say are open by the hissing of the escaping as; but drain cocks in oil chambers will uletly allow the last drop of oil to run I, leaving the bearings or gears without brication. Drain cocks in the water stem will also do their mischief silently, se motorist knowing nothing of what is appening until his engine begins to overseat. Cocks and taps should therefore a djusted so that they turn stiffly, and ey should be placed where they will be free as possible from the chance of an ecidental knock.

The Automobile Club of Buffalo announces hat motorists going from Buffalo to Auburn ill find that the road between Geneva nd Seneca Falls, which has been closed is summer for improvement, is now open or traffic.

GERMANIA A FINE YACHT. Emperor to Have a Boat by Same Designer to Race.

German schooner Germania, which showed up well last season, has been very favorably commented on by yachtsmen generally on the other side and her success has made many think that the German En peror will now have aspirations for the America's cup as Germany has developed a designer who can turn out a fast yacht. As it is the Emperor has placed an order with Max Oertz, who designed the Germania, for a new yacht which will race next season. The Yachting and Boating Monthly of London,

"Had Herr Krupp von Bohles and Halbach's magnificent schooner Germania not broken the Queen's course record comparatively little would have been heard of her and her doings. Yet the advent of this yacht marks a period in the history of German yacht building. She is not only the largest boat ever built in Germany, but she is the most notable.

"For many years her designer, Max Oertx, been steadily plodding a successful h. His success with small racing craft is well known throughout the world, and the designing of the Germania proves him to be worthy of the order which the German Emperor has placed with him for a large racing schooner. The difficulties with which Mr. Oertz has had to contend have been very great, and when they are considered his

great, and when they are considered his success is more than creditable to his patient, nainstaking methods.

"I remember his telling me many years age of the great difficulty he experienced in finding and training mechanics to turn out the necessary detail work always attached to yacht building. He picked his men and trained them himself, and he obtained his own training by the careful observation of the work of foreign designers. In the majority of the earlier German built boats the source of inspiration was very majority of the earner German buil boats
the source of inspiration was very
noticeable. As an instance, the Commodore
had Herreshoff writ large upon her hu l
and sail plan, and although the Germania
suggests Fife she is a boat highly creditable to any prototype she may have.

"German yachtsmen with purses of
sufficient length have always been keen
on the schooner class, and led by their imparial commodore, they have always or in-

on the schooler class, and led by their imperial commodore they have always owned the best craft which, either this country or America could produce. The knowledge that they can now get them from German yards and from the designs of German naval architects must be extremely gratifying to those who have so long supported the sport on the Battic.

"She is a magnificent ship, simple and clean in her lines and of great power and with well designed sail plan. The fact that such a boat has been built with the workmen available puts us on our mettle. It proves that we have no monopoly, and can only retain our position as the leading yacht building country by continually proving the fact to the world at large.

"The Germania's time for the Queen's course, forty-seven miles, was 3 hours 35 minutes 11 seconds, an average speed of 13.1 knots."

PLEASURE FLEET GROWING. The Register Shows 1.400 Motor Yachts in This Country.

Lloyd's Register of Shipping has issued its report for the year ended June 30, 1908, says the Field, and as showing the magnitude of the society's work it may be mentioned that upon that date 10,472 merchant vessels, registering over 20,000,000 tons gross, held classes assigned to them by the committee of Lloyd's Register; 13,000,000 tons were British ships and 7,000,000 to: s for eign ships. Now it is a remarkable fact that less than 1-5 per cent. of these 13,000,000 tons of ships are planked with wood; all the rest are steel. Again, of the tonnage more than 18,000,000 were steamships and rather less than 2,000,000 sailing ships. The previous year, 1906-07, was the greatest in the history of Lloyd's Register, when 1,484,722 tons was built under the society's rules. Owing to the general depression in trade in 1997-08 only 1,151,791 'one was turned out, and the year was the smallest since 1903-04, the latter being the only year in the last decade lower than 1907-08.

The biggest ship classed in the last twelve

the latter being the only year in the last decade lower than 1907-98.

The biggest ship classed in the last twelve months was the Cunard lin'r Mauretania, 31,938 tons. She has enly 5,000 tons less than all the world's sailing ships in the Register put together; and furthermore, all the sailing ships built under the society's rules in the last four years only just have a onnage equal to that of the huge Mauretania. A class of steamer for which there is an increasing demand, says the report, is designed for the carriage of oil in bulk. The popularity of steam turbine steamers continues to increase.

Turning to yachts, it is most interesting to note from the society's statistics the growing number of pleasure craft fitted with internal combustion engines of oil or petrol. Such craft have been much more rapidly built in the United States than in Great British. Yacht Register there are 650 motor driven yachts; in the Lloyd's Register of American Yachta Register there are 650 motor driven yachts; in the Lloyd's Register of American Yachta nearly 1,400 of these vessels. Among the largest motor driven yachts are Modwena, 400 tons, an illustration of which vessel was recently reproduced in the Field: Pampa, 225 tons; Muriel 113 tons, and Elizabeth, 236 tons. The report goes on to state that at the report of the international conference on yacht measurement uniform scantling requirements for yachts intended for racing in the international racing classes had been prepared by Lloyd's Register in conjunction with the Germanischer-Lloyd and the Bureau Veritas. These regulations received the approval of the International Yacht Racing Union and had been adopted for ten years from January 1, 4908. So far sixty-three racing yachts had been built under these rules and classed "R," and twenty-eight of this number had been built under these rules and classed "R," and twenty-eight of this pumber had been built abroad. These racing yachts had been built abroad. These racing yachts had been built abroad. These racing yachts include th

Thursdays, & P. M., Manhattan Chess Club, gle Hall. Visitors welcome. Beginners in Ty night. Boething vs. all Comera. —Ads.

TURFMEN ARE BLUE AS THEY SAY GOOD-BY AT JAMAICA.

Royal Onyx Beats Cressina in Chief Event-Black Mary and Bad News Score for Bradley-Florence II. and Sententious Graduate From Maldens Everybody had the blues at the Jamaica

racetrack yesterday. It was the last day of the local racing season, and the opinion sport here for some time to come. When the last race had been run the regulars got together, shook hands all around and said good-by. Practically all the horses will be shipped away from here before the end of the week.

The feature of the card was a handlear

at six furlongs. Frank Weir's Cressina ied from the start to within a few yards of the finish, when Royal Onyx, closing fast, got up in time to beat her a neck in 1:18 3-5. Notasulga was third two lengths away.

After racing He Knows off his feet Black Mary won the first race, for three-yearolds, six furlongs, by a length from Queen
Marguerite, who heat Ardri half a length
for the place in a drive, with Biskra a head
out of the money. The time was 1:14.

Bad News won the second race, for platers,

at a mile and a sixteenth, in a gallop. Imitator took the place from Golconda by a head. Burgher, who led to the head of the stretch, quit. The time was 1:49.

Tom Healey's Florence II. took the third

event, for maidens, at a mile and a sixteenth, by a neck from Queen Lead, with Bigot, the early pacemaker, third. The time was 1:51. In the fifth race, for two-year-olds, one mile and a sixteenth, Spellbound stumbled In the stretch and threw Ural. Jeannette M. then won the race by a neck from Yankee Daughter, with Prosper third. Ural jodged a claim of foul against the winner, but it was not allowed. The time was 1:50.

Sententious made all the pace in the last event, for maiden two-year-old fillies and geldings, six furlongs, and breezed home four lengths before Bill Daly's Merise, with Midshipman Easy, a Whitney castoff, third. The time was 1:15 3-5. Winter weather kept the crowd down to about 1,000. The summaries:

PIRST RACE. Selling: for three-year-olds; \$500 added; furlongs.

Horse and Age. Wt. Jockey. Prices. F Black Mary. 8... 167. Herbert. 8-5 2-5 Queen Marg'rite, 8.102. Ural... 7-5 2-3 Ardi. 8... 102. Creevy. 6-1 8-2 Blakra. 3... 102. Creevy. 6-1 8-2 Goneident, 3... 107. Holmes. 20-1 6-1 He Knows. 8... 102. Bergen., 8-1 5-2 Time. 114.

Good start, won bandliy: Black Mary. bik. 3. by Star Shoot-Maribel; owned by Mr. Curi trained by W. Hurley.

SECOND BACE.

BROOND BACE. and upward: \$200 added; one mile and a state litter and Age. Wf. Jockey. Prices. Bad News, 8., 100. Herbert. 6-5. 1-1 mitafor. 3. 94. Creevy. 5-2. 7-1 mitafor. 3. 94. Creevy. 5-2. 7-1 Golconda, 8. 90. Urai. 6-1. 2-5. 1. Joseph. 5. 100. Bergen. 15-1. 5-2 mitafor. 3. 94. Lynch. 15-1. 5-2 mitafor. 3. 94. Lynch. 15-1. 5-2 mitafor. 3. 98. Rousi. 3. 1. 4-1 mitafor. 3. 1 mitafo THIRD RACE.

THIRD RACE.

alden three-year
one mile and a
Wt. Jockey.
97. Creevy.
97. Rossi.
94. Ural
102. Herbert.
162. Culien
102. Bergen
97. Lynch. Good start; won 3, by Sen Strome T. J. Healey. FOURTH RACE.

Good start; won driving; Jeannette M., bik., by Woolsthorpe Black Lily; owned and train W. R. Griffin. SIXTH RACE. 

Good start; won easily; Sententious, b. f., 2, by Jublin-Laconic; owned by R. K. Cassatt; trained

RACING AT PIMLICO. Six Favorites Out of Seven Fail to Win for Talent.

BALTIMORE, Md., Nov. 4.-Players of the short priced horses had a rough road to travel at Pimlico to-day. Six favorites were bowled over in rotation. In the initial event Horace E., of the Rainey Stable, a prohibitive favorite, was beaten by Rossfen In the second event another Baltimore

performer scored, this was old Solon Shin-gle. He displayed a lot of speed, and by a gle. He displayed a lot of speed, and by a hard race McCabe took him around the leader and is a drive down the stretch won from the 15 to 1 shot king of Bashan by half a length. The summaries:

First Race—Siz furlongs—Rossfenton. 96 (McCahey), 3 to 1, won; Horace E., 115 (Nicol). 9 to 10, second: Castlewood, 110 (Ott), 10, to 1, third. Time, 114 4-8. Adler, Silk Rose and Givonni Raggio also ran.

Second Race—One mile and 40 yards—Solon Shingle, 105 (McCabe), 5 to 1, won; King of Bashaw, 106 (Crowley), 15 to 4, second; Racine II., 106 (Walsh), 30 to 1, third. Time, 144 3-5. Mansfield, Minot, Killochan, Back Sheep, Filmnan, Faust, De Burgo, Bobbie Rean, Left, Alauda and Sally Cohen also ran.

Third Race—One mile—Superstition, 25 (Hinchecilific), 4 to 1, won; Kempton, 26 (Leach), 15 to 1, second; Gramsar, 114 (Micol), 8 to 1, third. Time, 1:41-2-5. Laughing Ryes, Ballot Box, Ontario, Samuel H. Harris, Nooskaleeta, King Sol, and Halko also ran.

1:0125. Laughing Eyes, Bellot Boz, Ontario, Samuel H. Harris, Neoskaleets., King Sol and Hiako also ran.

Fourth Bace-Crickmore Memorial Steeple-chase; about two miles-Reginald. 32 (Lynch), 6 to 1, won; Ben Cole, 137 (Williams), 8 to 5, second; The Welkin, 132 (Davidson), 20 to 1, third. Time, 4:08. Student King and Burgee also ran.

Fifth Race-Pive and a half rutiongs-Hill Top, 107 (McCabey), 11 to 5, won; Great Juhijee, 110 (Brussellt, 20 to 1, second; Dan De Noyles, 106 (McCabe), 8 to 1, third. Time, 1:03 2-5. Hanover King, Xebec, Our Maggie, Lily Pad, Taboo, Censtellation, Brown Tony and Bacquet also ran.

Sixth Race-The United Hunts Purse; one mile—Mazuma, 86 (Leach), 8 to 1, won; Aster d'Or, 114 (Nicol), 11 to 5, second; Riblick, 109 (Geldstein), 8 to 5, third. Time, 1:42 1-5. Campaigner, Ivanhoe and Poquessing also ran.

Seventh Race-Pive and a half furiongs—George W. Lebolt, 113 (Goldstein), 8 to 10, won; Pearl Point, 111 (Haynes), 8 to 1, second; Ramble; 106 (Leach), 8 to 1, third. Time, 1:99. Deengerisous, Boz, Hawkwine, Pimpante, Brighton Jack, Rose Beaumont, M. T. Green and After All also ran.

CORNELL BEATS YALE. Easy Time for the Ithacan Runners in

Cross-Country Race. NEW HAVEN, Nov. 4 .- The Yale and Cornell cross-country teams met to-day for the first time in a decade in a dual meet and the result was similar to that ten years ago, when Cornell won in a walk. Capt. Young, who finished first for Cornell, made a new record for the six mile course this afternoon. record for the six mile course this afternoon, going over it in 35 minutes 57 seconds. He was far in the lead when he finished trotting around the quarter mile course at Yale Field, beside which the shivering spectators were gathered. Taylor of Cornell finished second, and 300 yards behind him was Vitas of Yale, who went the distance in 35 minutes 55 seconds.

Capt. Roland Spitzer of the Yale cross-country team was the fifth man to finish, and the second Yale man. The course was a broken one, over city streets, country roads and finelly over a swamp and a cemetery. The way the men finished was:

Cornell—Young, I. Taylor, 2, Bean, 4, Brown, 7, Jones, 8, Bogart, 8, Grant, 10.

Yale—Vilas, 2, Spitzer, 5, Lightner, 6, Mann. 11; Wood, 12.

The scores of only the first five men.

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RACING'S SWAN SONG.

Dwyer, However, Has a Plan by Which the Sport May Live. The reelection of Gov. Hughes has created

the impression among many leading turfnien that racing is at an end in this State for at feast two years. It is known that the Jockey Club will not give up the fight for he sport without a long legal battle in the pourts and it is generally expected that the constitutionality of the present law will soon be put to a test. It was said yesterday that many of the more important cases involving alleged bookmakers and track officials would now be brought to trial without further delay and that some definite decisions one way or the other would be secured from the Court of Appeals. Few of the Jockey Club members were willing to discuss the situation yesterday.

But P. J. Dwyer, owner of the Gravesend and Aqueduct tracks, not only talked freely, but also showed that he still had some for the future. Mr. Dwyer was at the Jamaica track and when asked for his views said in part: The election looks as if they did not want

us, doesn't it? Well, the situation does no look very encouraging, I'll admit, and it also seems as if racing would be in bad sha for the next two years, But I think that the Jockey Club and the leading track owners should do all in their power to keep the game at least partially alive until we ca get some remedy. I think that the tracks should pool issues and start the season should pool issues and start the season next spring with about three racing days each week. It is my idea that purses should be timited to \$3.5 or \$5.00 and that ho stakes should be offered. There should be no free badges issued to anybody. Owners, trainers, jockeys, officials, stockholders, and in fact everybody should be made to pay admission. I don't know whether \$1 or \$5 should be charged at the gates, but I believe that a \$5 tariff would be acceptable to the people we count on for support. The associations should stick together and fight tout to a thinh. But I think that some of the tracks would have to drop out. As far as my tracks at uravesend and Aqueduct are concerned you can say that I will as my tracks at Gravesend and Aqueduct are concerned you can say that I will conduct race meetings at both of them on the lines I have mentioned. I expect to lose money, but I am willing to do so for the sake of the sport. We will have no Colins racing next year, for any man who owns a great stake horse would not care to race him for the purses that may be offered. If expenses are cut to a minimum and the free list is abolished I think some of the tracks

expenses are cut to a minimum and the free list is abolished I think some of the tracks can exist."

W. H. Reynolds, president of the Metropolitan Jockey Cub, which controls the Jamesica track, said:

"This looks like the last day of racing for two years at least. I hope I'm wrong, however. We can't hang up even small purses and live under the present conditions and we cannot expect horsemen to race for such small money. Several of the tracks are in the line of important suburban welging lots for the owners cannot very well afford to have them, remain idle. If racing comes back I think it will be solely a rich man's game. Men who can afford to race at a loss will do so simply for the sake of the sport. But it will be many years before you will see racing what it was in 1907."

Matt J. Winn, manager of the Empire City track at lonkers, said that the outlook was anything but good. "There may be some favorable court decisions," he said, "in which event we may have a little bit of racing, but I'm afraid it will not amount to much.

James Entler, owner of the Empire City track, refused to say anything, but his friends declared that he expected to have the new law fully tested in the courts. John if Cavanagh, who felt sure that Chanler would be elected, said that it was too early to discuss plans for the future. It was said yesterday that James R. Keene would send all of his horses to England in the spring and that his yearlings would be sold there next season.

John E. Malden is considering an offer the courts.

and that his yearings would be soon next season.

John E. Malden is considering an offer for his cold Sir Martin, made by Walter McCreery, an Englishman. Madden said yesterday that whether he was sold or not Sir Martin would race on the British tracks next year, but that he himself would remain in this country.

Pimileo Entries for To-day. First Race-For maldens; two-year-olds; six 110 Emily G... 110 Soll 110 Puddin... 110 Gunsbot... 110 Sally Tony 110 Pescatre... 110 Red Doe... Second Race Three-year-olds and upward; ngs.
112 King Avondale...
112 Youthful.
112 Youthful.
115 Gowango...
110 Gowango...
100 Cool...
109 Judge Ermentrout...
100 Peep In... Third Race—The Baltimore Brewers Handicap; one mile and seventy yards:
Berkeley. 112 GH s. 100
Tony Bonero. 110 Lally. 99
Live Wire. 109 Sugar Pine. 94
Gridiron. 108 Eprindes y yards: 112 Gil s. 110 Lally... 100 Sugar Pine. 103 Euripides. 103 Hiacko...

Palm.
Pifth Race—One
Lally.
Ivanhoe.
Bobble Kean.
Campaigner.
Wilton Lackaye. mile and a sixteenth:
117 Solon Shingle.
116 Juggler
114 Queen of the Hills.
112 Lady Isabel.
112 Alex Grant. Six:h Race—Ju Statesman Footpad... Connaught Range seven furiongs:
117 | Faust
112 | Nioless |
110 | Beggar Man
110 | Beggar Man
110 | Boorge G | Hall
100 | Bob Callahan Jr
100 | Glorious Betsy
100 | Trey of Spades | Stargowan Westover Ballot Box New Year II....

To Arrange Hockey Games. A conference of the managers and cap-A conference of the managers and cap-tains of the teams comprising the Amateur Hookey, the Intercollegiate and the Inter-scholastic and Athletic leagues will be held at the St. Nicholas Skating Rink next week to arrange the schedule of games for the forthconing championship season. Several teams have already been organized and will shortly begin practice.

Foetball, Princeton vs. Dartmouth, Pole Gro Saturday, Nov. 7, 230 P. M. Seats at Spallin and hotels.—Ads.



GOLF.

More Election Day Scores-Atlantic City Tourney To-day.

Thirty started in the thirty-six hole nandicap at the Apawamis Club on election day, but only six finished out the afternoon round. W. H. Wallace won the net and W. R. Thurston the gross score prize with 81, 83-164. In the final for the golf committee cup H. G. Cortis (10) beat James D. Foot (0) by 2 up and 1 to play. The handicap scores

W. H. Wallace, 185, 34-151; D. Q. Myer, 191 38—153; J. A. Thedford, 185, 30—153; F. S. Wheeler 160, 14—155; H. G. Cortis, 195, 38—157; W. R. Taurston, 164, 0-164.

There were 103 players to return cards in the three class handicaps at the woodle Country Club on election day. The winners: Class A, E. C. Whitcomb, 84, 10-74; class B, Stephen Roberts, 88, 17-71; Class C, 1. H. McKee, 106, 45-61.

There was a congestion of players at the first tee election day at both the Van Cortiandt and Forest Park public courses. At the stater course one pair had to wait for fifty-two minutes. In the recently decided linal of the Brooklyn-Forest Park Golf Club championship at thirty-six holes, Devereaux Lord won from C. T. Sweeny, by 3-up and 4 to play while Recercian.

There will be a notable field in the qualifying round to-day of the Atlantic City Country Club's fall tournament. There will be cups at match play for six sixteens, should so many finish, besides many side attractions. At the spring tournament W. J. Travis won the medal in the qualifying round of thirty-six holes with 159. Later W. C. Fownes, Jr., beat him in a nineteen hole match and he also beat Findlay S. Douglas in the final for the first cup.

Football Notes.

Mowe of Cornell is showing considerable ability as a place and drop kicker.
Soldiers Field at Cambridge is being covered with straw every night to keep the frost out of the gridiron.



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